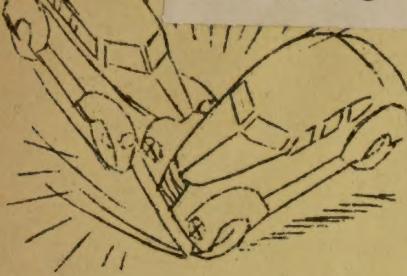


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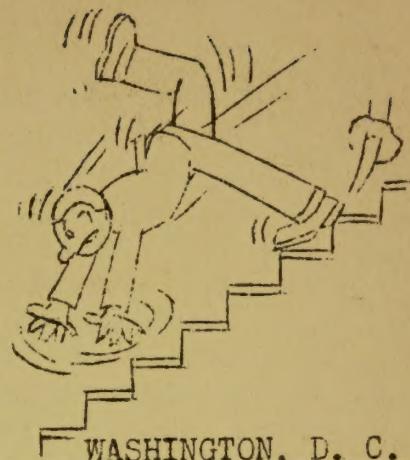
Number 1

UNITED STATES DEPARTMENT OF AGRICULTURE
U.S. FARM SECURITY ADMINISTRATION

SAFETY DIGEST

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WASHINGTON, D. C.

December 1941

U. S. Department of Agriculture

TO ALL FIELD OFFICES:

This is the first of a series of monthly safety digests which we plan to send you in the future to give you in brief the contents of interesting articles regarding safety that come to our attention.

IT'S EASY TO FAIL!

Failure is the one thing at which you can be a howling success without trying. Everything else requires some degree of effort. It takes effort to become a safe driver. Effort, trying, working at something with the idea of doing the very best job possible is the only way to succeed at anything--except failure!

The underlying principle of success and safety or most things worth while is the intensity of a man's interest. This factor is a far greater driving force than the sum total of his education or the size of his brain.

Find a man who is deeply and sincerely enthusiastic about his work and you've got a man who is likely to succeed. The success of

the safety program depends almost directly upon the degree of enthusiasm and interest shown it by the men the program is designed to protect. Whether it be the effort of just one person or of an entire group...whether the goal is financial success or preventing accidents, genuine interest in the job is the best insurance that the goal will be reached.

Many outstanding safety records have been chalked up in years past...some of them in hazardous industries where the task seemed insurmountable. What brought about these improvements? Just plain, simple enthusiasm and co-operation--in other words EFFORT! Management, supervisory personnel, and drivers got together and said, "Let's study these accidents. How are they caused? What can be done to stop them?" Then the whole organization tackled the problem in that spirit they didn't have to wait long for results. That's all it takes! (From Lykes

Fleet Flashes)

FSA EMPLOYEES INJURED--
AUTOMOBILE ACCIDENT

Five of our field employees were enroute recently to hold an educational meeting for Tenant Purchase families. It was raining and rather foggy. The car in which these employees were riding crashed into a loaded trailer that did not have a tail light. The car directly behind ran into the FSA car when it stopped suddenly as the result of the first crash. As a result, one employee suffered a broken nose and sprained ankle, and another received a fractured rib. All three cars were damaged.

THE MAN WHO CAUSES ALL
THE ACCIDENTS

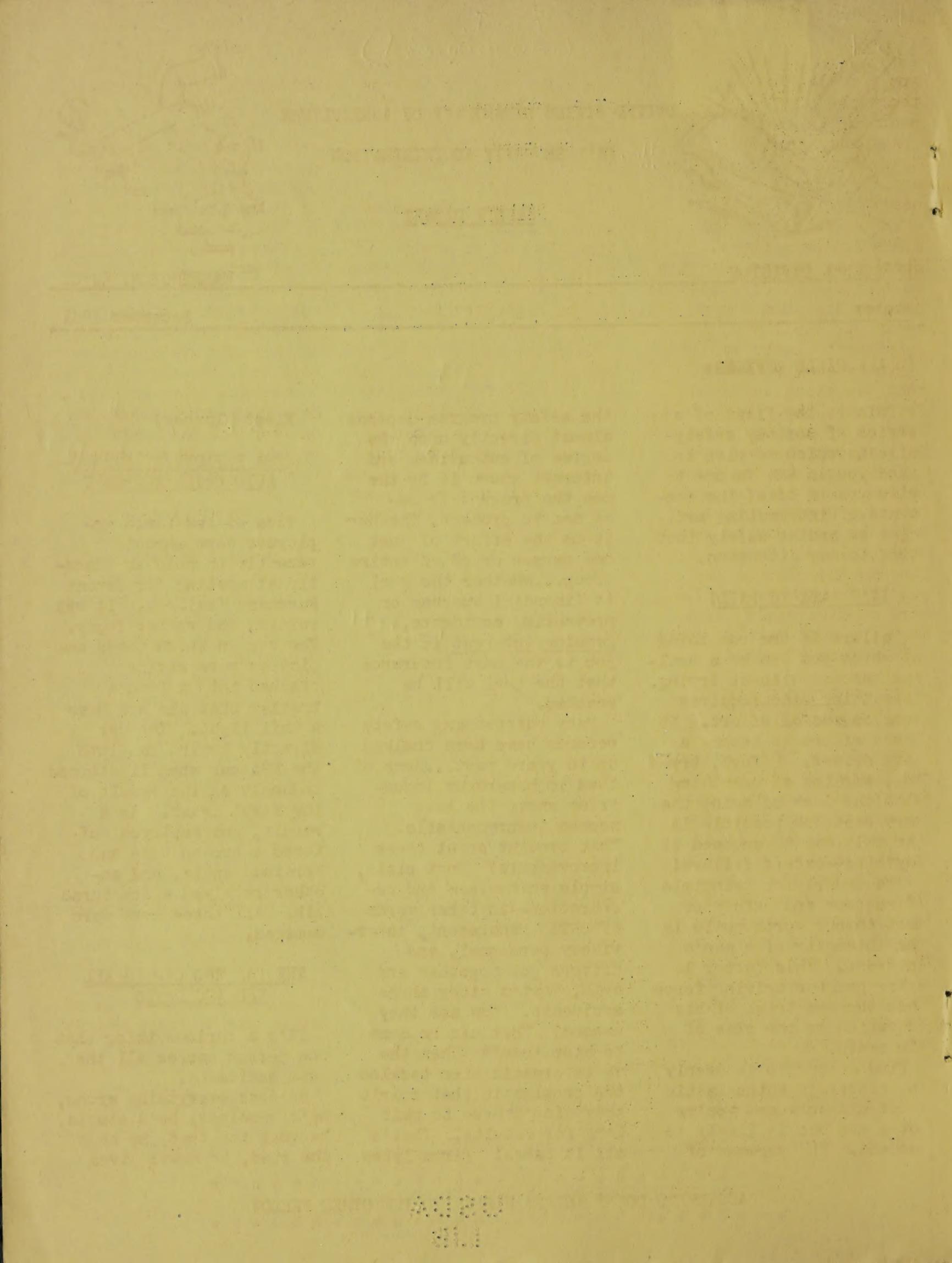
It's a curious thing that one person causes all the auto accidents.

He does everything wrong, he's careless, he's stupid, he goes too fast, he hogs the road, he never gives

* *

* ACCIDENTS DON'T ALWAYS HAPPEN TO THE OTHER FELLOW *

* *



you a break, he's a
thorough-going, dark-
hearted villain!

And who, pray tell, is
this menance to life, limb,
and the pursuit of happi-
ness? THE OTHER FELLOW.

Yes--it's always the
other fellow's fault.
Blaming it on someone else,
is some slight consolation;
but, as your own common
sense will tell you, it
just can't always be true.

Statistically, here's what the usual accident driver is like. He's male, between 25 and 64 years old. He's an experienced driver.

That could be the other fellow. But it also could be you. Remember that it might be your day to be the other fellow. Remember it—and the chances are you'll drive more carefully, more considerately, less hastily, more safely. (From Travelers Standard)

RR SUPERVISOR KILLED--
AUTOMOBILE COLLISION

One of our RR Supervisors was instantly killed while driving his car on a main highway through the carelessness and failure of another person to observe a simple traffic sign. This accident occurred at the intersection of the highway with a county road. The supervisor had the right of way as the car which hit his car failed to observe the stop sign at the intersection and drove straight across the highway.

COMFORTABLE DRIVING

Did you ever hear some-

one say: "I like to ride with Mr. So-and-So. Five minutes after I got into his car, I relaxed and later took a nap while he was driving."

"hen you hear that said about a driver you can be sure that he is a safe driver. His driving is smooth and restful. He is always in the right traffic lane for a turn.

He makes his stops easy because he anticipates them and slows down gradually. He is always watching the road, and by anticipating the actions of other drivers, he stays out of close places, and when accidents occur, he just isn't there.

He doesn't rush the traffic lights or come to grinding stops before them, because he looks ahead for such signals in anticipation of their action. He would rather circle a block than try to make a turn in a busy street. And on the highways, he sets his driving to highway conditions so easily that you hardly realize that occasional cars are being passed, curves negotiated and that all highway signs are being observed.

Next time you get into a car with a driver who puts you completely at ease, just watch his driving technique, you may learn something. (From Public Utilities Safety)

HOME MANAGEMENT SUPER- VISOR'S CAR OVERTURNS

A Home Management Supervisor in one of the western states was recently in-

volved in a most unusual automobile accident. She was driving along a gravel road at a speed of about 45 miles per hour when her car suddenly hit a stretch of loose gravel. This caused the car to swerve and before she could regain control it left the roadway, plunged into a bank and overturned twice.

The car was badly damaged but luckily the supervisor escaped with only minor injuries and a severe shock. Less speed when traveling on roads of this type would decrease the danger from accidents of this kind.

REPORT MINOR INJURIES

A serious or fatal injury which occurs as the result of an accident is the subject of careful investigation. That is understandable. Conditions which may have contributed to the injury cannot be permitted to exist, as injuries of a similar nature may follow. We must not overlook the fact, however, that a serious or fatal injury is the spectacular evidence of but a single accident, and that all accidents deserve equally careful consideration.

It can scarcely be supposed that the first serious injury that occurs in an establishment is the result of the first unsafe act committed. Indeed, insurance companies believe the ratio of unsafe acts to serious injury to be at least as great as 300 to 1, and for each serious in-

jury, 29 injuries much less severe is the normal expectancy.

Our point is that we are not likely to find the answer to the question, "What is wrong with our safety program?", in the circumstances surrounding a single serious injury. In fact, the answer is more likely to be uncovered by a careful analysis of the causes producing injuries of a minor nature or in the unsafe acts which are committed in the course of each day. The greater volume of such acts and injuries makes them a better guide as to what is wrong than the isolated, though spectacular, case.

(From St. Paul U.S. Engineer's District Bulletin)

FSA EMPLOYEE INJURED IN FALL

In one of our offices in Maine, a junior clerk typist caught her heel on the top step of a flight of stairs and fell the entire length of the stairs. As a result, the employee suffered a broken shoulder and multiple bruises of right leg. It also resulted in six weeks lost time.

SAFETY AND THE NEW HAND

While reading recent newspaper and magazine articles relevant to the now widespread National Defense Program, the thought came to the mind of the writer whether we were properly considering the safety of

the "green hand".

We usually give very elaborate instructions to the new employee, regarding his new duties, explaining in the minutest detail the intricacies of the task at hand, but what do we say about safety?

In some cases the records seem to indicate that a rise in the safety score was directly attributable to the accidents caused by the new and inexperienced employee. Who is to blame?

Let us examine our methods. We go through great formality to get the new employee properly signed up. He signs everything but his death warrant or a last will and testament, but do we give him a safety pledge to sign? We haven't seen one!

We don't claim to know all of the answers or any new "Confucius Sayings", but we do believe a good idea would be (and we intend to try it on the next new employee) to send John Beginner to the safety representative for a nice chat as soon as the voluminous list of employment papers are signed.

It is believed that giving a concise and direct outline of the safety program on the job to the new employee, giving special emphasis to the particular hazards involving the employee's new assignment (if known at the time), by the safety representative before he actually enters upon his duties will in a large measure develop his "safety consciousness"

thereby greatly reducing, if not entirely eliminating, the "green hand" accidents.

The new man is obviously anxious to make good. Perhaps his overzealousness will cause him to attempt to carry the load himself, increase his speed to get the task done ahead of time, take chances, with the resultant lost-time accidents. All due, no doubt, to the lack of a few pointed remarks to the employee on safety at the beginning of his employment.

We therefore believe we will see to it that the new man gets adequate safety instruction before he begins his job. This should serve to reduce the safety score to the long-strived-for zero. (From Tulsa Oiler)

VALUE OF FIRST AID TREATMENT

An employee was moving crates and boxes in one of our regional warehouses. As he was setting a crate down, his left hand struck a protruding nail which punctured the back of his hand. He did not report the injury until the next day, consequently no first aid was administered. When he did report the accident, the wound had become badly infected and he had to be sent to a physician for treatment. Several working days of the employee's services were lost as a result.

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* REPORT UNSAFE CONDITIONS
* THINK OF
* YOUR FELLOW WORKER
* * * * * * * * * * * * *